

INFORMATION REPORT

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SOURCE 25X1X

1. Location: Moscow/Ramenskoye Airfield

See Annex 1

2. Layout

See Annex 1

3. Personnel

DO NOT CIRCULATE

One hundred and fifty German engineers were quartered in a settlement between Stakhanovo and Bykovo. They worked daily in the workshops near the engine test stand between 8 a.m. and 5 p.m.

4. Flying

a. Four-engine transports were seen at various altitudes over the field and while making prolonged flights. No details available.

b. Four-engine bombers resembling the four-engine transports.

c. Single-jet plane making short individual flights over the field almost every day. Steep climbs and dives were noticed. Source sometimes saw a jet of fire emanating from the nozzle whereupon the speed of the plane increased noticeably. Stunt flying with this aircraft was not observed.

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d. Twin-jet plane: Jets of fire were sometimes seen emanating from both nozzles of this plane. Individual jet planes of both types left the field; their return was not seen.

e. After the Fall of 1948 gliders towed by twin-engine conventional planes were seen over the field in good weather. The glider, blue gray with no markings, bore a striking resemblance to the single-jet plane. The gliders were towed to an altitude of 800 to 1,000 meters and then released. They flew turns and made dives and long glides. The gliders were not seen landing at the field; they usually disappeared in the direction of Bykovo.

5. Crashes

It was rumored that four planes crashed between July 1948 and July 1949. In the Fall of 1948, two crashed twin-engine planes were seen by source being towed from the immediate vicinity of the field to the aircraft scrap dump.

6. Security measures

The field was guarded by air force sentries wearing blue epaulets with an insignia looking like a propeller.

7. Observations at the Landing Field

Since late August 1948 the adjusting of the armament of the four-engine bombers was seen almost daily. The plane was in a level position resting on its landing gear. Source saw two cones of fire, one on each side of the fuselage. Single shots and short (sic) bursts up to five seconds duration were fired. The reports and the rate of fire were similar to those of the German 20-mm AA gun. Similar observations were made when the tail gun of a four-engine transport plane was being adjusted. The reports of this latter armament were much louder and were compared to the fire of a German 37-mm AA gun. The rate of fire was slower than that of the gun mentioned above.

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8. Description of Aircraft

a. Single-jet plane (see Annex 2):

No details available on power plant. Air intake in nose and exhaust at the rear of the fuselage below the tail boom. For figuration, sweep-back and dihedral of wings, see attached sketch. Source was not sure about the setting of the wings. For tail assembly, see sketch. Nose wheel, main landing gear under fuselage, small tail wheel, all retractable. No details available on how the wheels were retracted. The craft was fitted with a strikingly flat cockpit fairing into the fuselage. Struts were not seen and no armament was observed. The craft had a rigid antenna mast forward of cabin; from there a single wire led to the tail assembly. The craft was about the size of the Me-109 but had a smaller wing span. Color: A lusterless gray, no markings, the upper sections of the tail assembly were painted a pale red. Flight properties: Very short ground take-off run, high landing speed but a relatively short landing run, good rate of climb, high speed, no details available, large radii of turn. The flying craft produced a howling and roaring sound.

b. Twin-jet plane (see Annex 3):

Fitted with two jet engines mounted on wings, closely attached to the fuselage. The air intake in front and the two nozzles at the rear of the engines could be clearly identified. Low-wing swept-back monoplane, no dihedral. Dual nose wheel, main landing gear with duals, tail wheel, all wheels retractable, no details available. Strikingly flat cockpit fairing into fuselage, no struts seen. Tail assembly mounted on tail boom, set higher than at single-jet plane. Armament not seen. The fuselage of this craft was about double the length of that of the single-jet plane and looked plumper. In all other respects it had the same features as the single-jet plane.

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c. Four-engine transport (see Annex 4):

Fitted with four plump-looking faired radial engines suspended from the wings. Two thirds of engine nacelle above, one third below wings. Hubs covered with thick caps; source believes that the craft had three-bladed propellers. Low-wing monoplane, no taper, sweep-back or dihedral; large wing span. For tail assembly, see Annex 4; elevator assembly without dihedral. Main landing gear with duals under the wings between fuselage and inner engine, single-strut landing gear, nose wheel (twin wheel), tail wheel (twin-wheel); for details see Annex 4. All wheels retractable, no details available on how they were retracted. No cockpit seen on fuselage. A circular opening about 8 cm in diameter was at the rear, probably the opening for a tail weapon. Aircraft armament was not seen. However, four-engine planes were seen being adjusted at the landing field (see para 7). The directions of the cones of fire are entered in Annex 4, items a and b. For antenna set-up see sketch. The size of the plane was compared with that of the German Me-Gigant which was known to source from the war. The craft was painted a lusterless gray and had a red star on the rudder assembly, under the wings and elevator assembly. Its speed was about the same as that of the Ju-52 and it had a poor rate of climb.

d. Four-engine bomber (see Annex 5):

Fitted with four in-line engines mounted on wings; probably two-bladed propeller, thick cap on propeller hub. Low-wing monoplane without sweep-back or dihedral. Wings straight about half their span, then tapering, rounded wing tips. For tail assembly and landing gear see Annex 5; landing gear retractable, no details available. Fuselage with circular cross section, very slim looking compared to four-engine transport. Armament not seen. The size, color, markings and speed of the craft were the same as those of the transport plane.

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Comment:

- a. The sketch of the single-jet plane (Annex 2) is considered bad. It can only be inferred from it that the tail assembly projects far beyond the rear of the fuselage. The mounting of a tail wheel seems possible; however, the main landing gear, as reproduced in the attached sketch, seems to be set too far to the rear with regard to the center of gravity of the craft. The mounting of an antenna mast forward of the pilot's cockpit seems to be an error of observation.
- b. The configuration of the twin-jet bomber (Annex 3) was reported for the first time and must be viewed with reserve. It is assumed that source tried to reproduce type 17 although in a completely distorted form.
- c. The assumption that the sketches reproduced in Annexes 2 and 3 are bad is supported by the way in which the four-engine transport and four-engine bomber were drawn (see Annexes 4 and 5). The main characteristics of the tail assembly which were identified by all other returnees reporting on these craft were reproduced in a wrong form. It is assumed that the transport plane is the IL-18, the bomber a Soviet B-29.

5 Annexes:

- (1) Layout and Location Sketch of the Stakhanovo Air Force Installations
- (2) Single-Jet Plane Seen in Stakhanovo
- (3) Twin-Jet Plane Seen in Stakhanovo
- (4) Four-Engine Transport Seen in Stakhanovo
- (5) Four-Engine Bomber Seen in Stakhanovo

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Legend of Annex 1

Layout and Location Sketch of the Stakhanovo
Air Force
Installations (Ramenskoye 35 km SE of Moscow)

- 1 Building about 80x20x10 meters, looking like a hangar, upper section of building glazed, with iron slide doors. Engine test stand.
- 2 Four-story red brick building with flat roof and conventional windows, about 80x50 meters
- 3 Same as 2
- 4 Same as 2
- 5 Same as 2 with large windows, surrounded by a barbed-wire fence. Flat roof with asphalt layer. Ground floor with seven large rooms, concrete floors, central heating, PW camp. 2nd floor, small and unfurnished rooms, PW camp. 3rd floor, small and unfurnished rooms, PW camp. 4th floor, small office rooms for Soviet civilians, no details available
- 6 Same as 1. Machines were observed in it from without, no details available
- 7 Same as 2
- 8 Guardhouse, brick structure with doorway
- 9 Barbed-wire fence and an outer board fence
- 10 Shunting facilities, three tracks, newly built by PWs
- 11 Single-track railroad line with connection to the trunk line to Moscow, newly built by PWs.

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12 Moskva River

13 A block of 22 stone buildings, each 80x50x3 meters, built on 600x400-meter area, surrounded by a board fence. The buildings are solidly constructed, equipped with central heating and seem to be designed as billets.

14 Asphalt road to Moscow, about 6 meters wide.

15 Dirt road

16 Airfield surrounded by a board fence, estimated size of landing field 4x2 km.

- a Runway, about 1,500x20 meters
- b Runway, at least 2½ km long
- c About 20x20-meter three-story building with doorway
- d Solidly constructed large hangar with flat corrugated sheet-iron roof, the entire upper section is glazed
- e Same as d
- f Foundation, presumably a hangar under construction
- g Underground fuel tank installations. No details available
- h Hilltop, used as target butt at the adjusting of aircraft armament
- i Aircraft dispersal area

17 Single-track railroad line; no details available

18 Railroad station installations, unloading site for aircraft parts

19 Aircraft scrap dump

20 Three dwelling houses under construction, each about 100 meters long, four stories are completed; PWS generally called the object "Million Object."

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- 21 Building, 20x20 meters, with two sheet-metal smokestacks; according to PWS who unloaded coal there, a boiler house of a long-distance heating plant.
- 22 Same as 21, called "Tsagi"
- 23 Engine house for two steam locomotives and three stern cranes
- 24 Settlement area, construction of log houses
- 25 Transmitting station

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